

MTC
Transportation Development Act (TDA) Triennial Performance Audit
Final Audit Recommendations
June 2007

Recommendation	MTC Response/Actions Planned or Taken
1. Develop agency-wide goals and objectives that encompass all functions within the MTC organization.	MTC revised its strategic plan by removing specific goals and objectives in order to create a broader vision of the agency's responsibilities and to adapt to the complex institutional environment within which it operates. Setting overarching goals and objectives is a useful management tool that can provide a framework under which its activities are given clear direction and purpose. MTC will work to translate the outcomes of the strategic plan into a management tool that focuses on the goals and objectives of individual section and functional areas. This tool will then work in tandem with the Overall Work Program.
2. Examine internal and external communication protocols to enhance information flow between MTC and the operators, particularly when circumstances result in a delay or reduction in the operators' funding expectations.	<p>Some TDA Partner Survey Article 4 claimants noted that MTC did not inform them that the FY 2006 first quarter STA disbursements would be less than originally anticipated. This occurred because of a one-time action of BART relinquishing its STA disbursement to MTC as payment for its capital projects. Operators adversely impacted by this arrangement were not notified by MTC.</p> <p>MTC staff will internally evaluate the potential impacts of all non-traditional funding arrangements and will communicate them through traditional channels, like the Transit Finance Working Group. MTC will also communicate directly with operators as necessary.</p>
3. Ensure that an appropriate public participation process is conducted annually in the Northern Counties.	Marin, Napa, Sonoma and Solano counties—or the “Northern Counties”—fall within the population threshold that allows TDA funds to be used for streets and roads purposes. If a streets and roads allocation is anticipated in a Northern County for an upcoming fiscal year, the Transportation Development Act requires that MTC conduct an unmet transit needs process, including a public hearing and the participation of the county's Paratransit Coordinating Council (PCC). MTC Policies pertaining to PCCs are contained in Resolution No. 1209, revised, and policies and procedures pertaining to the unmet transit needs process are contained in Resolution No. 2380, Revised.

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3. Continued	<p>The unmet transit needs process is not conducted in these Northern Counties which use TDA funds exclusively to support public transit and paratransit (Marin, Napa and Sonoma). In practice, each of these counties has a public participation process relative to public transit and paratransit services. However, MTC Resolution Nos. 1209 Revised and 2380 Revised do not currently include the requirement for at least one public hearing and the direct participation of the PCC in counties in which MTC does not conduct an unmet transit needs process. Revisions to these resolutions regarding the statutory requirements and MTC's expectations for conducting and reporting on an annual public participation process will be undertaken in the next several months. Additionally, MTC will work with the legislature to re-examine the need for unmet needs hearings in counties that use TDA funding exclusively for transit and paratransit services.</p>